

CENTRAL INTELLIGENCE AGENCY

REPORT

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SUBJECT Baltic Ports

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THIS IS UNEVALUATED INFORMATION

Stralsund.

1. A total of 65 luggers were built at the Volkswerft during 1950. Recently, production has been slowed by shortages of materials. The present capacity of the shipyard, given adequate materials, is three luggers per week. The construction cost of one lugger is from 300,000 to 350,000 east marks. The Soviet authorities pay only 35,000 east marks per lugger, which covers the cost of labor only. (1)
2. At the time of observation, there were 28 completed luggers in the shipyard, and 10 or 14 others still in the ways. Six of the completed luggers carried a special funnel insignia which looked like a cog wheel on a blue ground.
3. A number of former German naval vessels are currently at the Staatswerft (2) for repairs and, in some, cases for rebuilding. They are reportedly to be used by the Seepolizei. The enclosed sketch indicates the general appearance of the ships. Each, at the time of observation, was painted with minium. (3)
4. A barracks near Parow, north of Stralsund, is used to house a Seepolizei unit. So far, the only vessels at the disposal of the unit are cutters. (4)

5. Wolgast.

The Peenewerft at Wolgast is now used exclusively for fitting out seiners. The hulls of the seiners are built at a shipyard on the Elbe and brought to the Peenewerft for finishing when they are about 80 percent completed. Twelve finished and six partly finished seiners were observed at the shipyard. (5)

6. The two bridges from the mainland to Usedom are still useless, but the bridge at Wolgast has been completely repaired and is open to railway and highway traffic.
7. A former German R boat (6) was observed in the harbor at Wolgast. It was in use as a Seepolizei patrol boat.

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25 YEAR RE-REVIEW

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8. Stettin (Early January 1951)

The only ships observed at Vulkanwerft, Stettin, were large wooden fishing vessels which were being repaired. The ships were painted yellow. The shipyard has a small floating dock, with an estimated capacity of about 1500 tons (estimate based upon a small steamer which was in the dock at the time of observation).

9. Swinemünde.

A ship with a name which looked like "PEOLENT" was moored along the western quai at Swinemünde at the time of observation.

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- (1) Comment: [] reports earlier in 1950 placed the production quota for 1950 at 56 luggers. The capacity of this shipyard has been reported [] as one lugger every third to fourth day, which would be somewhat less than the three per week mentioned above. [] the building costs given above do not agree with earlier reports, which give the building cost per lugger as about 900,000 east marks. [] 900,000 east marks a more probable figure than 300,000 to 350,000. [] of the 900,000 east marks the Soviet authorities write off 250,000 to 300,000 east marks as payment on the German reparations account.

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- (3) Comment: [] the vessels in question are apparently former German "Torpedofangboote". However, definite identification was not made.

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(4)

- (5) Comment: [] this shipyard is used as a fitting out yard but cannot confirm [] that the yard works only on seiners.

- (6) Comment: Possibly Räumboote (mine sweepers).

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